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4. In 1951 the water transport costs, in addition to the cost of POL products, were as follows:

- (a) for KaspTanker, $4\frac{1}{2}$ kopeyek per ton/mile.
- (b) for ReydTanker, six kopeyek per ton/mile.

Since the KaspTanker route from Baku to 14-Foot Roadsteads totaled approximately 500 miles, and the ReydTanker route from 14 Foot Roadsteads to Astrakhan 113 miles, the total transport cost of POL products from Baku to Astrakhan would be: $(500 \times 4.5) + (113 \times 6) = 29$ rubles 28 kopeyek per metric ton.

5. Price fluctuations of POL are slight. Until 1947 prices were very slowly, but steadily, rising; from 1948 on there has been a trend for prices to decrease. Transport costs (water transport), as compared with those of 1947, were decreased in 1951 by 10 per cent.
6. I have never heard of Soviet POL exports. The trend in the USSR seems to be to import POL and not to export it.

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